

WEST SIDE CHURCHES.

HISTORY OF RUTGERS RIVERSIDE CONGREGATION.

IT RECALLS THE TIMES OF THE REVOLUTION—DEVELOPMENT OF THE HOPE BAPTIST SOCIETY AND THE RIVERSIDE BAPTIST CHURCH.

Among the houses of worship which add beauty and dignity to the West Side of the city none are of more interest historically than Rutgers Riverside Church, Seventy-second-st. and upper Broadway, in a neighborhood about which cling many memories of the Revolution and of those who were conspicuous in the making of American freedom. Presbyterianism as a separate form of worship in New-York had its beginning early in the eighteenth century, before which time the Presbyterians had been associated with several Huguenot churches.



THE RUTGERS RIVERSIDE CHURCH. Seventy-second-st. and Broadway.

In 1706 Presbyterians who had come from Scotland by way of New-England became associated in worship, and on January 19, 1706, the Rev. Francis Makemie, visiting the city, was invited to preach to them. Compliance with this request led to his arrest by order of Lord Cornbury, Governor of the province, and he was accused of "favoring pernicious doctrines and principles to the disturbance of the Church of England." He was imprisoned for two months and subsequently released on bail, afterward being acquitted, but being compelled to pay the costs of the prosecution.

In 1717 the Wall Street Church (now the First Church) was organized, with about seventy-five members, its site being then on about seventy-five feet of the city, at No. 14 to 20 Wall-st. In 1760 the "Scottish Presbyterian Church." In 1768 the Brick Church was opened for worship on a site still further north. At this time the population had increased to about fifteen thousand, and considerable commercial activity existed, which centered mainly along the line of the East River, where the wharves and shipyards were situated.

Of the three churches mentioned above, the Scotch was entirely separate from the others, maintaining its independence for many years, while the Wall Street and Brick congregations really constituted one church, in a collegiate connection, having a single session, with coequal pastors, namely, the Rev. Joseph Treat and the Rev. John Rodgers, who were in service until the evacuation of the city by General Washington on September 15, 1783. Seven years of blight followed, which almost destroyed the city, and a large part of the population fled to the country. Twice in these seven years the city was visited by devastating fires, and the churches which escaped the flames were used for military purposes, with the exception of the Episcopal churches. The First Church, in Wall-st., was occupied as a barracks, and the Brick Church was used as a hospital and prison.

The Americans, on taking possession, on November 25, 1783, had to rebuild again, and the two Presbyterian churches were found to be so defiled that they had to be thoroughly refitted. Dr. Rodgers, who had served as chaplain with Washington's army, arrived in the city the day after the evacuation, and the use of St. Paul's and St. George's chapels was offered to him by the Episcopal authorities. He preached in those churches alternately for several months, until the Wall-st. and Brick churches were ready for use. In 1785 the Rev. James Wilson was called as colleague, and after three years later, and the Rev. Dr. McKnight was installed.

A tract of land in Rutgers and Henry sts. was the site of the first structure known as Rutgers Street Church—a frame building, surmounted by a cupola containing a clock and a bell. It was first opened for worship on May 13, 1788. In 1792 Dr. Samuel Miller, of Delaware, was installed as colleague to Drs. Rodgers and McKnight. The private diary of the Rev. Manasseh Cutler tells of church-going in New-York in 1787. "Sunday, July 8th, attended public worship this morning at the new brick Presbyterian Church. The house is large and elegant, the carvings within are rather plain, but very neat, and produce a fine effect upon the eye. The form of the house is long, and the pulpit near one end, but not adjoining the wall. It is supported by a single post, which passes up at the back part of the pulpit and is crowned with the sounding board not more than two feet above the minister's head."

After describing the pews and the aisles, he continues: "Dr. Ewing Provost, of the college at Philadelphia, preached a very pretty sermon, on the advantages and excellencies of the Christian religion. The congregation appeared remarkably neat and rich in their dress, but not gay; the house was very full and remarkably attentive. I was particularly pleased with the singing. Around the large pillar which supports the pulpit is a very large circular pew appropriated to the wardens of the Church and the chorister. In front of this pew is a little desk elevated. When the psalm is read, the chorister steps up into the desk and sings the first line. He is then joined in the second line by the whole congregation. Men, women and chil-

dren seemed all to sing, almost without exception; the size of the tunes were sprightly, though not very quick; the singing, notwithstanding it was performed by such a mixed multitude, was soft, musical and solemn, and the time well preserved; there is an orchestra, but no organ. The public service was introduced by a short prayer, reading the Scriptures, and then singing. As soon as the singing is ended the wardens walk down the aisle; every person, great and small, puts into the plate one copper, and no more. The contribution is made through the whole congregation in less than three minutes."

In the year 1805 the Rev. Philip Milledoler was called to the pastorate as an additional colleague. Four years later the three congregations were separated by the Presbytery, and the next year Dr. Milledoler became sole pastor of Rutgers Riverside Church. The name of Henry Rutgers is prominent in the formation of the boards of the new church. On account of the conflicts arising from the Hop-

kinsian controversy in 1813, Dr. Milledoler resigned. In the year 1815 the Rev. Philip Milledoler was called to the pastorate as an additional colleague. Four years later the three congregations were separated by the Presbytery, and the next year Dr. Milledoler became sole pastor of Rutgers Riverside Church. The name of Henry Rutgers is prominent in the formation of the boards of the new church. On account of the conflicts arising from the Hop-

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Church, and that Dr. Krebs should continue as pastor. When Dr. Krebs died he was succeeded by the Rev. Nathaniel W. Conkling, and a larger church soon became necessary. In 1885 conditions were so stringent that the church had to be closed, but it was reopened a year later under the guidance of the Rev. Robert R. Booth. For a time there was a promise of a moderate success, but it soon became evident that what was really needed to restore the old life of the church was a removal to a site where it could command access to a new population of New-York proposed to the session that it should consider the building of a new church in that part of the city west of Central Park and near West Seventy-second-st.

The new Rutgers Riverside Church was finished and opened for worship on January 19, 1890, and was dedicated on January 27. The building is of the Romanesque style of architecture, and is about 200x300 feet in size, with seating capacity for nearly a thousand persons. In 1848 Dr. McKnight became pastor emeritus, and the Rev. Samuel M. Comb was installed in the year fol-

lowing, the sermon on that occasion being delivered by the Rev. Dr. John Hall. HOPE BAPTIST CHURCH. The Hope Baptist Church was organized in June, 1885, in the church edifice at Light and Varick sts., under the auspices of the Baptist City Mission. Two Baptist churches had previously been organized and grown into strength in that neighborhood, but with the rapid drift of population northward had moved to more desirable sites. In 1888 the possibility of building up a large church in Light-st. was past. Immense business blocks had driven out thousands of people. Those who

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were left were largely a foreign element, with no sympathy with religion, and the city Mission Society did not think that the time had come to abandon the field. The old building was repaired and refitted, and a church was organized with twenty-seven members under the pastorate of the Rev. Richard Hartley. There were constant additions to the church, but in 1889 the rapid changes in the neighborhood of Light-st. and Varick-st. made it evident that the time had come for removal.

In looking about for a new site attention was directed to the West Side. Here was a section of the city with a large population, constantly increasing. A few members of the Calvary Baptist Church were holding services in a store at One-hundred-and-sixth-st. and Manhattan-ave. A union was effected between these members and the Hope Church, and on July 28, 1890, the first service by the united body was held in the chapel adjoining the new building.

In January, 1891, the plot at One-hundred-and-fourth-st. and the Boulevard, comprising four full lots, was purchased by the Southern New-York Baptist Association, by whom the new church has been erected. The building Committee included Messrs. Caudwell, Isaacs, Robinson, Overhiser, Brokaw and Corwell. On January 16, 1892, the cornerstone was laid by James Pye, president of the Board of Trustees of the association. The utmost harmony has characterized the life and work of the church, which is supported entirely by voluntary contributions.

The building is in the eighteenth century Gothic style of architecture, having a frontage of 70 feet on the Boulevard and an average depth of 50 feet. The exterior is of light brick, with stone and terra-cotta trimmings. The roof is covered with dark slate. There are three entrances to the building in height, with a cellar for furnaces and coal. The first, or basement, story contains an infant classroom, a school of instruction, and the main Sunday-school or lecture room, which will accommodate 400, with four classrooms, accommodating about one hundred more, all arranged so that they can be used separately or thrown together when desired. There is also in this story a library, kitchen and toilet-rooms.

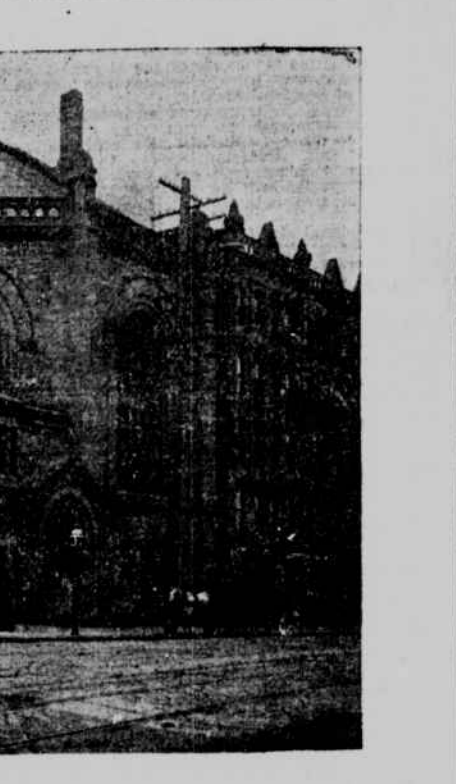
In the story above is the auditorium, accommodating between five hundred and six hundred, with a parlor, 15 by 32 feet, and across the end of the auditorium, there is a gallery accommodating about one hundred and fifty more, making a total seating capacity of about eight hundred. The organ is placed immediately above and back of the pulpit, with the choir gallery at the right of the pulpit, and an open vestibule to the left. In the rear there are several dressing-rooms. The ceiling of the auditorium is the vaulted style, and the body of the auditorium is finished in plaster divided into panels. In the three stories of the lower tower, at the northwestern corner of the building, there are four large rooms for the use of the pastor, and in the second and third stories on the eastern end of the building there are five more rooms for the same purpose.

The church is prosperous, and nearly four hundred new members have been added. Its debt will soon be entirely cleared.

NEWS FROM HAWAIIAN ISLANDS.

THE CONTRACT LABOR QUESTION—ONLY HALF THE LABORERS TO BE JAPANESE AFTER OCTOBER 1.

San Francisco, May 21.—The steamer Gaelic brings the following advices from Honolulu, dated May 15: After October 1, only half of the laborers imported into the Hawaiian Islands can be Japanese. The others must be Americans or Europeans. This is in the direction of compelling the plantation interests of the country to adapt themselves to the American labor system. Until October there will be no restriction on Japanese immigration. The date set gives the planters nearly five months in which to make their arrangements. Meetings of planters will be held this week to consider the matter, and it is expected that some scheme will



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be evolved for importing Portuguese or other workmen for immediate needs. Most of the sugar planters are united in the opinion that the character of Hawaiian labor should be changed as quickly as possible, and there is no friction with the Government over the matter of curtailing the use of Japanese labor. Some time ago a local shipping house applied to the Hawaiian Government for the use of Quarantine Island for Chinese contract laborers on the way to Samoa. The matter was referred by the Cabinet to the Government at Washington. By the Coptic President Dole received a letter from the Secretary of State advising that the American Government had no objection to the use of Quarantine Island for Chinese passengers in transit, but on account of the present situation in Samoa the Government could not consent to the use of the Hawaiian Islands for the encouragement of such immigration.

Consul Hayward received a communication by the Badger from the Navy Department placing him in charge of the United States harbor and customs at this port. The particular business involved is the dredging of the channel near Kakaia, which is the route for the transport of sugar. The Army transport Warren had a narrow escape going out of the harbor on May 1. Some malicious person aboard the transport undid the clutch that connects the hand and steam steering apparatus, so that the rudder could not respond to the wheel, but Captain McAuley made a prompt connection before any damage was done. It is supposed that some of the crew disconnected the clutch so as to delay the sailing of the vessel. David L. Johnson, a private of Company I, 12th United States Infantry, was drowned in the plant at Samoa on May 10, apparently in an attempt to desert the transport Senator as she was starting for Manila.

H. M. S. Totchka, sloop-of-war, on her way from Sydney to Samoa, fell in with a fleet of pirate sloops, which prey on merchantmen, and destroyed the vessels, the crews sailing. TO BE CONTROLLED BY A TRUST. MANUFACTURERS OF PATENT AND ENAMELED LEATHER TO COMBINE. The long-mooted combination in the patent and enameled leather industry seems likely to be soon consummated. About 56 per cent of the patent and enameled leather produced in this country is manufactured in Newark, where there are upward of forty establishments, the principal ones being S. Halsey & Son, T. P. Howell & Co., J. H. Halsey & Smith and Blanchard & Lane. The idea of a combination was originated over ten years ago at the time of a great strike in the trade, but no agreement could be reached. It is now stated that 90 per cent of the manufacturers, including all the principal ones, will go into the deal. The movement has nothing to do with the recently formed National Leather Company, which produces a different kind of leather.

LONG TRIP OF A HORSELESS CARRIAGE. Cleveland, May 21.—A horseless carriage will leave Cleveland to-morrow morning on the longest trip ever undertaken by an automobile vehicle. There will be two passengers in the carriage, Alexander Winton, the inventor, and a companion. The destination is New-York City. The route will follow the highways, passing as far as possible the Lake Shore road from here to Buffalo, and the Erie Central through New-York State. The distance is eight hundred miles, and the party will travel day and night. The trip is expected to be made in five days.

THE MAYOR URGED TO ACT.

Continued from first page.

plan, in procuring the necessary official and judicial approvals, and in preparing the proposed contract for the construction and operation of the road, the Board has done all within its power. It cannot move further until the Corporation Board has approved the contract, or until the proposed contract for construction, or until the proposed contract for operation of the road, the Board has done all within its power. It cannot move further until the Corporation Board has approved the contract, or until the proposed contract for construction, or until the proposed contract for operation of the road, the Board has done all within its power.

That contract was drafted after the consolidation of the present city had gone into effect, and this Board had clearly before it the possible difficulty incidental to the limits to which the city's debt-incurring capacity was then subject. The proposed rapid-transit contract was drawn by the Board, therefore, so as to enable the city to avail itself of the provisions of the act permitting construction of the road in sections and to delay, whenever necessary, any stage of construction until the financial situation of the city should afford the requisite credit. An effort on the one hand was to preclude the possibility that the city could incur a debt beyond the constitutional limit; on the other hand, the Board sought by the form of contract to make the delay the very least necessary, so that just as soon as the debt-incurring capacity should be sufficient, actual construction might proceed. The Board deemed the removal of every source of delay to be clearly necessary in view of the popular vote, and of the dominating necessity for rapid transit.

The Board is advised that the provisions so inserted in the contract to meet the debt-limit question are sufficient; but if, in the opinion of the Corporation Board, they are not sufficient, the Board desires to be so advised, that the contract may be forthwith amended. Or, for any reason, the contract might not be made on the new basis, the Board respectfully begs that it may be so informed. The Board could then at least be ready for immediate action had the first part of the new assessment provided adequate debt-incurring capacity.

ADDITION TO DEBT-INCURRING CAPACITY. That assessment, if confirmed, will add upward of \$2,000,000 to the city's debt-incurring capacity—an amount much more than enough to build the rapid-transit road, nor will the use of the city's credit for municipal construction of this road prevent the city from borrowing money for other urgent purposes.

In the memorial addressed by the Board to the Legislature on January 19 last, the Board, with the concurrence of the Controller, said: "Assuming, however, that during the next three years the bonds issued for schoolhouses, bridges, docks, repairing streets, for the water supply, for the fire department, and for other municipal purposes, the amount of the sinking-fund revenues—i. e., \$12,000,000 per annum—it would be possible to provide, if desired, for the sinking-fund of the city, an amount equal to the cost of the rapid-transit road. If, for example, the road could be built in three years and the contract could be let in sections, costing, say, \$10,000,000 each, the contractor being bound to build the entire line when called upon to do so, and the city having the option of stopping or going on with the work as each section was completed, then the addition to the city's debt would only be \$600,000 a year, or considerably less than the amount represented by the annual proceeds of the sinking funds available for the redemption of the city debt. It is hoped that the constitutional amendment to be voted on by the people next November will further reduce the existing city debt, so as to make the debt limit no longer an obstruction to rapid transit or to any other municipal improvement. But whether that amendment shall be adopted or not, and whatever may be its effect if adopted, it seems to be clear, upon the information communicated to us by the Controller, that the new assessment, with the large annual income—now \$12,000,000 or \$13,000,000—from sinking funds, will enable the city to construct the rapid transit road without interfering with any other necessary municipal improvement. The Board of Estimate prefer that no contract shall be made until the new assessment of realty shall be complete. The Board will defer its judgment upon the completion of the new realty assessment, rapid transit will, of course, not run the risk of postponement by prior creation of new debts by the city. It is believed that no municipal enterprise necessitating the issue of long-term bonds has either a greater or an earlier claim for consideration by the financial authorities of the city than the rapid transit road. Very certainly no other project of a popular vote, the effect of which was carefully preserved by the Greater New-York charter. The Board begs respectfully to submit to Your Honor and through Your Honor to

the other members of the Board of Estimate and Apportionment that with the debt-incurring capacity of the city shall be made clear by the new assessment contracts ought not to be made by the city, pending its exhaustion or diminution such capacity until after the rapid transit contract is made, or until after a reasonable opportunity shall have been given to make such contracts.

DEPENDS ON TWO THINGS. In conclusion the Board begs to repeat that its power to carry out the purpose for which it was created now depends practically, first, upon the permission of the Corporation Counsel to make any contract, and, second, upon the assent of the Board of Estimate to the making of the contract. The Board of Estimate to the making of other contracts involving large municipal debt, assure the carrying out of that great public purpose. The Board therefore respectfully asks Your Honor, and through you the other municipal authorities, whether in these two respects it may be allowed to secure prompt and actual construction of the rapid transit road by the city.

INCORPORATED IN WEST VIRGINIA.

Charleston, W. Va., May 21.—The Secretary of State has issued certificates of incorporation as follows: The American Service Powder Company, with principal office in New-York City. The capital is limited to \$1,000,000, of which \$200,000 has been subscribed and \$50 paid in. The incorporators are Henry G. Layne, John Rooney, Lewis J. Munson and Joseph M. Jones, of New-York City, and Thornton M. Hill, of Peimam Manor, N. Y. The Oriental Tradeline Company, organized for the purpose of dealing in Oriental goods; authorized capital, \$100,000, of which \$200 has been subscribed and \$50 paid in. The incorporators are George Layard Hunt, William A. Rudd and Washburn A. Keen, of New-York City, and Henry H. Parkin, of Jersey City. The Lindstrom Brake Company, organized for the purpose of manufacturing and selling mechanical brakes for all sorts of vehicles; principal office, New-York City; authorized capital, \$100,000, of which \$200 has been subscribed and \$50 paid in. The incorporators are J. Wallace Van Gordon, Charles Kirwin, William L. McNamara and Bennett E. Duffy, of New-York City, and William E. McElmont, of Brooklyn.

The Wanamaker Store One and One-Half Million Pieces of One and One-Half Million Pieces of Muslim Underwear

This is a store of large achievements, and "biggest" is a word that we often use. We used it in reference to the White Occasion last Winter. We use it again to-day, for last Winter's event now takes second place, and the five months of store progress is indicated by a new superlative.

Last January, a million pieces of underwear. This May, between one-and-one-half and two million pieces. Prodigious preparation necessitated by your prodigious favor.

We emphasize these quantities because they have never been approached in the history of any other American store, and because they mean something besides bigness. The public knows that it is the quantity that makes the price, and the heavier the quantity the lower the price. Consequently, the largest quantities ever recorded in buying mean the lowest prices ever recorded in selling.

Important as quantities and prices are, they take second place to that supreme feature, quality. For

It Is Their Goodness that Has Made Our Garments Famous and Thus Made Possible These Quantities and Prices

The horrors of the sweat-shop system have no place here. We give you the same class of work that you would give yourself, if the garments were made in your own home.

Absolute cleanliness, not only of material, but of surroundings and atmosphere; skillful and high-paid work, under the best conditions; the highest known grades of materials ever used for these purposes;—these are the features that govern the production of these pieces.

Prices will not speak for themselves, until the garment is examined and queried also.

- Night Gowns at 38c. to \$7.75 Imported kinds at \$3.50 to \$25.
- Petticoats at 50c. to \$17.50 Imported, \$3.50 to \$45.
- Short Petticoats at 25c to \$1.75 Imported, \$4.50 to \$25.
- Drawers at 10c to \$5 Imported, \$2.50 to \$12.
- Chemise at 18c to \$5 Imported kinds at \$1.25 and up to \$22.
- Corset Covers at 8c to \$6 Imported, \$1.25 to \$15.

Hand-made Parisian Lingerie

In the Little French Store, a few hundred magnificent opportunities to buy high-class productions of expert Parisian needle-workers, at

One-fourth Usual Prices

Night Gowns at \$2, \$2.50 and \$3. Petticoats at \$1.50, \$2 and \$2.50. These are really remarkable offers even at such a remarkable time as this. New goods, all of them, and original bargains.

Household Linens, Good and Cheap

The Linen Store takes up its march with the rest, and joins the White Ranks with these offers as its reason for admission.

- TABLE SETS. Finest French double satin damask table sets with these new prices: Were \$21; now \$12. Were \$24; now \$14. Were \$31; now \$18. Were \$50; now \$30.
- TABLE CLOTHS. Finest French double satin damask table cloths and napkins, beautiful patterns. \$7 cloths at \$5. \$6 cloths at \$4. \$10 cloths at \$7. \$11 cloths at \$8. \$12 cloths at \$9. \$13 cloths at \$10. \$14 cloths at \$11. \$15 cloths at \$12. \$16 cloths at \$13. \$17 cloths at \$14. \$18 cloths at \$15. \$19 cloths at \$16. \$20 cloths at \$17. \$21 cloths at \$18. \$22 cloths at \$19. \$23 cloths at \$20. \$24 cloths at \$21. \$25 cloths at \$22. \$26 cloths at \$23. \$27 cloths at \$24. \$28 cloths at \$25. \$29 cloths at \$26. \$30 cloths at \$27. \$31 cloths at \$28. \$32 cloths at \$29. \$33 cloths at \$30. \$34 cloths at \$31. \$35 cloths at \$32. \$36 cloths at \$33. \$37 cloths at \$34. \$38 cloths at \$35. \$39 cloths at \$36. \$40 cloths at \$37. \$41 cloths at \$38. \$42 cloths at \$39. \$43 cloths at \$40. \$44 cloths at \$41. \$45 cloths at \$42. \$46 cloths at \$43. \$47 cloths at \$44. \$48 cloths at \$45. \$49 cloths at \$46. \$50 cloths at \$47. \$51 cloths at \$48. 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